

OUR JOURNAL DEPARTMENT
HAVING been REPRINTED
WITH a large as-
sortment of the latest European
and American NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

"CHINA MAIL" OFFICE.

The China Mail

Established February, 1845.

VOL. XLX. No. 9852.

號二十月九年四十九百八十一英

HONGKONG, WEDNESDAY, SEPTEMBER 12, 1894.

日三十月八年午甲

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

Intimations.

HARBOUR NOTIFICATION.

No. 4 or 1894.

REFERRING to Harbour Notifications Nos. 2 and 3 of 1894, Notice is hereby given that the MEDICAL INSPECTION of VESSELS arriving from HONGKONG or other Southern Ports is DISCONTINUED from this date, except in cases where there is Contagious Disease on board, which is to be governed by Article 16 of the Harbour Regulations, which reads as follows:-

"A vessel arriving with a contagious disease on board shall not come nearer than two miles, shall fly at the fore a yellow flag, and shall not allow anyone to disembark or come on board without permission from the Harbour Master's Office."

A. M. BISBEE,
Coast Inspector.

Approved:
ALFRED E. HIPPISLEY,
Commissioner of Customs.

Custom House,
Shanghai, 6th September, 1894. 1465

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
SUBSCRIBED CAPITAL, £600,000.

HEAD OFFICE—HONGKONG.

Directors:
D. GILLIES, Esq., H. STOLTZENFORT, Esq.,
CHAN KEE SHAN, CHOW TUNG SHANG, Esq.,
GEO. W. F. PAYFAIR.

Branches:
LONDON, YOKOHAMA, SHANGHAI AND AMoy.

Bankers:
THE COMMERCIAL BANK OF SCOTLAND,
PARK'S BANKING CO. AND THE ALLIANCE
BANK (LTD.)

Interest for 12 months fixed 5%.
Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL, \$10,000,000.
RESERVE FUND, \$4,000,000.
RESERVE LIABILITY OF \$10,000,000.
PROPRIETORS

COURT OF DIRECTORS:
C. H. HOLLIDAY, Esq.—Chairman.
J. S. MOSES, Esq.—Deputy Chairman.

R. M. GRAY, Esq., Hon. A. McConachie,
H. Hopkins, Esq., S. C. Michaelson,
H. H. Joseph, Esq., D. R. SASSON, Esq.,
Hon. J. J. Kewick, Julius Kramer, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.
On Current Account, at the rate of 2 per cent. on annum.
On Fixed Deposits:

For 3 months 3 per cent. per annum.
" 6 " 4 "
" 12 " 5 "

T. JACKSON,
Chief Manager.
Hongkong, August 18, 1894. 332

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AND
SHANGHAI BANKING CORPORA-
TION. Rules may be obtained on ap-
plication.

INTEREST on deposits is allowed at
3½ PER CENT. per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at 5 PER CENT. per
annum.

For the Hongkong and Shanghai
Banking Corporation,

T. JACKSON,
Chief Manager.
Hongkong, May 15, 1893. 1515

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
SUBSCRIBED, £125,000.
PAID-UP, £562,500.

Bankers:
LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at
the Rate of 2% per Annum on the Daily
Balance.

ON FIXED DEPOSITS:

For 12 Months, 5%

For 6 Months, 4%

For 3 Months, 3%

JOHN THURBURN,
Manager, Hongkong.

Hongkong, June 18, 1893. 228

THE CHARTERED BANK OF INDIA,
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £1,000,000.
RESERVE LIABILITY OF SHARE
HOLDERS, £2,000,000.
RESERVE FUND, £275,000.

INTEREST allowed on Current Account at
the rate of 2% per annum on the Daily
Balance.

On Fixed Deposits for 12 months 5%.

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 247

Business Notices.

LANE, CRAWFORD & CO.

AQUILA, CLAPSHAW & SALMONS' CRICKET BATS, SPRING HANDLES.

GORBET'S CRICKET BATS, ALL CANE.

MATCH BALLS, PRACTICE BALLS, MATCH STUMPS, PRACTICE STUMPS,
LEG-GUARDS, BATTING AND LONG-STOP GLOVES, WICKET-KEEPING

GAUNTLETS, SCORING BOOKS.

CRICKETING SHOES, BELTS, SASHES, SHIRTS and TROUSERS.

(=) :

BLACK STRING LAWN TENNIS BATS.

SLAZENGER'S "DEMON" LAWN TENNIS BATS.

"WIMBLEDON" and "CHAMPIONSHIP" TENNIS BALLS.

TENNIS NETS, POLES, BAT-PRESSES, RULES, &c., &c.

TENNIS SHOES.

NEW STOCK OF SPORTING AND SHOOTING GEAR.

LOADED CARTRIDGES E.C. POWDER.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, August 25, 1894. 1384

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE Ordinary General MEETING of
SHAREHOLDERS in the above
Company will be held at the Company's
OFFICES, on SATURDAY, 15th September,
at Noon, for the purpose of receiving the
Report of the General Manager, together
with a Statement of Accounts to 30th June, 1894.

The Transfer BOOKS of the Company
will be CLOSED from the 8th to the 16th
September, both days inclusive.

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, August 29, 1894. 1405

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Eighth Ordinary MEET-
ING of SHAREHOLDERS in the above
Company will be held at the Head
OFFICE, Victoria, Hongkong, on SATUR-
DAY, the 22nd Instant, at Twelve o'clock
Noon, for the purpose of presenting the
Report of the Directors, and Statement of
Accounts to 30th April last, and of declar-
ing Dividends.

The Transfer BOOKS of the Company
will be CLOSED from the 9th to the 22nd
Instant, both days inclusive.

By Order of the Board of Directors,

W. H. RAY,
Secretary.

Hongkong, September 1, 1894. 1426

THE CHINESE INSURANCE
COMPANY, LIMITED
(IN LIQUIDATION).

NOTICE is hereby given that a FIRST
RETURN of CAPITAL Amounting to
\$7,000 per Share has been declared in
the above.

SHAREHOLDERS on the Register can ob-
tain PAYMENT of this on producing their
SICRIF to the HONGKONG AND SHANGHAI
BANKING CORPORATION on and after the
20th SEPTEMBER, 1894, and on signing
the Form of Receipt to be obtained at the
said Bank.

Hongkong, 31st day of August, 1894.

J. GOOSMANN,
Liquidator.

NOTICE.

THE Undersigned are prepared to GIVE
ESTIMATES for fitting the PATENT
PROCESS on Land and MARINE BOILERS
for Burning CHARCOAL DUST.

GORDON & CO.,
BOWRING FOUNDRY,
East Point.

Hongkong, August 20, 1894. 1348

THE PHARMACY,
Under New and Experienced Management.

FLETCHER & Co. whilst thanking the
CITY of HONGKONG for past

Support trust to merit a Continuance of the
same by devoting close attention to Business

and Supplying as formerly GOODS of
BEST QUALITY only.

For the present season we recommend
with confidence:-

QUININE and IRON Tonic.

SYRUP of the HYPOPHOSPHITES.

EFFERVESCENT CITRATE MAGNESIA.

VALENTINE'S MEAT JUICE.

LACTOPTINE.

A Large Assortment of NAIL, TOOTH,
HAIR and SHAVING BRUSHES, also
TOILET REQUISITES of every description

Prescriptions receive the greatest attention.

FLETCHER & CO.—FAMILY CHEMISTS,
PHARMACEUTISTS, WINE and SPIRIT MERCHANTS,
etc.

FLETCHER & CO.,
No. 25, Queen's Road Central,
HONGKONG.

Hongkong, August 14, 1894. 1321

THE BANK OF CHINA, JAPAN,
AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL, £2,000,000.
CAPITAL CALLED UP, £251,093.15.0.

Bankers:
CAPITAL & COUNTRY BANK, LIMITED.

Head Office:

3, PRINCE'S STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts at the
rate of 2% per annum on the Daily
Balance.

On Fixed Deposits for 12 months 5%.

A. C. MARSHALL,
Manager, Hongkong.

Hongkong, May 17, 1894. 247

Business Notices.

LANE, CRAWFORD & CO.

AQUILA, CLAPSHAW & SALMONS' CRICKET BATS, SPRING HANDLES.

GORBET'S CRICKET BATS, ALL CANE.

MATCH BALLS, PRACTICE BALLS, MATCH STUMPS, PRACTICE STUMPS,
LEG-GUARDS, BATTING AND LONG-STOP GLOVES, WICKET-KEEPING

GAUNTLETS, SCORING BOOKS.

CRICKETING SHOES, BELTS, SASHES, SHIRTS and TROUSERS.

(=) :

BLACK STRING LAWN TENNIS BATS.

SLAZENGER'S "DEMON" LAWN TENNIS BATS.

"WIMBLEDON" and "CHAMPIONSHIP" TENNIS BALLS.

TENNIS NETS, POLES, BAT-PRESSES, RULES, &c., &c.

TENNIS SHOES.

NEW STOCK OF SPORTING AND SHOOTING GEAR.

LOADED CARTRIDGES E.C. POWDER.

LANE, CRAWFORD & CO.

TELEPHONE 97.

Hongkong, August 25, 1894. 1384

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

ALLISTON & CO.,
HONGKONG AND THE FAR EAST.

</div

The Japanese Council informs us that he received a telegram from Tokio this afternoon to the following effect:—‘Enforcement of quarantine at all Japanese ports has been suspended.’ This information will be welcomed by the shipping companies.

Messrs Bradley & Co. have chartered the steamer *Nashan* to Maara Dowell, Carrill & Co., for Japanese, to run from Japan to Formosa, as the Nippon Yuson steamers (which usually make the trip every two months or so) are now too busily engaged. The *Nashan* has had her funnel repainted accordingly, and will leave in a few days, under a new Captain. Captain Blackburn is, we regret to hear, unwell, and may not get in his steamer. Mr. W. Ross, lately third engineer of the same steamer, died at the Peak Hospital to-day. The funeral is to-morrow. We believe the cause of death was diarrhoea.

The *Bombay Gazette* in the course of an editorial note on the measure proposed by the Permanent Committee of the Sanitary Board for the prevention of a recurrence of the plague in Hongkong, supports the suggestion that no basement should be used as a dwelling-house and that no ground floor should be used as a dwelling-house until the floor is cleared and re-made to the satisfaction of the Sanitary Board. Our contemporary says if this were done in India, public health would be much more secure than it is to-day.

By the steamer *Nanchang*, which arrived here on Sunday from Chefoo, we learn that when she left there were twenty-five Chinese prisoners on board the British cruiser *Aster*. It is asserted that the Chinese were taken as prisoners of war on board a Japanese cruiser, and that Admiral Sir E. Fremantle demanded that they should be handed over to him, as there were rumours that the prisoners were being tortured by the Japanese. The Japanese at first refused to hand them over, whereupon the British Admiral threatened to enforce his demand. The Japanese then complied. Admiral Fremantle is alleged to have sought to obtain from Li Hung Chang a guarantee that these twenty-five men would not be allowed to take part in further hostilities, but Li Hung Chang refused to give the guarantee. It is reported that the British Minister, who is at present staying in Chefoo, severely reprimanded Admiral Fremantle for interfering; but this must be received for what it is worth.

The *Tsin-kiu* papers give details of the Manay outrage, but do not in the least corroborate the rumour which seems to have reached Shanghai, that Chinese soldiers had a hand in it. The affair seems, according to the *Independence* and the others, to be merely an aggravated instance of the identical type that has been quite common ever since the French occupied Tonkin; a band of 30 brigands made a night raid on the town, and instead of plain ordinary plunder they undertook a little kidnapping—as they have done half a dozen times in the last few years. They aimed a little higher than usual this time; they tried to carry off M. Chaillet et Chaillet (not Chiqui as given in the Shanghai papers), the French commissioners of customs at the frontier post of Mou-cay. He made a plucky resistance, but had hardly got his native guards up and armed when he was shot. Then of course the defence fell to pieces, and the robbers entered the house, took what they could pick up (including Mme. Chaillet and her daughter) and escaped before assistance could arrive. It may perhaps be a case of personal vendetta, but it is more likely a plain ordinary raid. It is, in fact, practically impossible for any marching column of Chinese troops to have committed the outrage, for Mou-cay is a French garrison town, and the attack must have been carefully planned and stealthily executed. A similar affair occurred at Mou-cay in 1836.

The *Chinese Mail* (*Wah Tz Yat Po*) received last night a special telegram from Shanghai, stating that on the 9th instant, Wang Chong-ki, Admiral of the Yang Tsai Kiang Navy, died at Kiang Ning. Another special telegram from Tai-nam, capital of Shan-Tung, announced the exchange of posts between Li Ping-hung, Governor of Shang Tung, and Pak Yun, Governor of Anhui, as from the 14th instant. Again one of the official telegrams received last night by this same paper intimates that on the report of Censor Tso Leung, an Imperial Edict was issued on the 10th instant ordering Li Hung-Chang not to allow the ex-official Chang Pui-ju, who had been cashiered some years ago for serious offences, to remain any more in his Yamen; as he is reported to have been tampering with official matters, which he has no right to do, and which, while creating adverse criticisms, may cause great harm to the Government. Li Hung Chang is instructed to send him off, with all possible haste, to his native place, as ordered since his degradation. It will be remembered that Chang Pui-ju was, at the time of the Franco-China war, made special commissary with full powers over the land and water forces to resist the French reprisals, and he was subsequently degraded, for his cowardice and neglect of duty. It has been said that after his degradation he was married to the daughter of Li Hung-chang, but, at any rate, he is still the Viceroy's henchman. Thus the powerful satrap has again received a snub from the anti-Li cabal in Peking.

Le Matin (Paris), referring to the China-Japan war so far as it affects French interests, says: It would be madness to allow ourselves to be dragged, in our own despite and in consequence of doubtful advice, into affairs in which our interests are not directly at stake. In any case to occupy the Pescadores Islands would be the best way to relieve us at once the embarrassments from which we have so happily escaped.

The *Chinese Mail* (*Wah Tz Yat Po*) publishes this morning a proclamation issued by the Chief Justice in Canton, in accordance with instructions from the Throne received by Viceroy Li Han Chang, prohibiting the selling of Manila lottery tickets so as to check the outflow of money into foreign countries. This is an attempt to revive an enactment of ten years ago which has hitherto remained a dead letter prohibiting dealing in Manila lotteries. This proclamation enforces the same form of punishment for dealing in Manila lotteries as the former enactment, bambooing and banishment for several years. Rewards are offered to any one arresting, or giving information leading to the arrest of, any infringer of this law. The caution is also given to any one, whether official or common people, not to receive bribes or give harbourage to any such dealer, as he will be subjected to the punishment of caning in the public gaze or otherwise degraded. The proclamation winds up with a bit of gentle advice not to throw away money, which can be applied to useful purposes.

We have received from Mr Jameson N. Tata, Bombay, a small pamphlet entitled ‘The War of Freights’, which appears to have been sent out broadcast in the interests of Messrs Tata and Sons as opposed to the large shipping companies they have to compete against in the Far East. The covering letter accompanying the pamphlet says:—

It is an attempt on the part of Messrs Tata and Sons to state their grievance as far as possible, with the view of establishing some honest and public-spirited seafarers in the upper and lower houses of Parliament or connected with the Press to take up a question of vital importance to the Indian Trade. The contest is a very unequal one indeed between the powerful P. & O. Company and its allies, the Austrian-Lloyd and Rubattino Companies, on the one hand, and Messrs Tata and Sons, on the other side, represented by three of the biggest and most heavily subsidised steamship companies, belonging to three of the most powerful nations of Europe, maintaining, with their combined resources, a huge and objectionable monopoly; and on the other side, by a small Indian firm, trying single-handed, to break it. It rests with you to see that the inequality of the contest is removed, and it is to be hoped that the spirit of justice and fair-play, which distinguishes the British Navy, will induce you, by means of questions in Parliament and of notices in the papers, to create a strong public opinion in favour of our cause and to wake the monopoliasts up to a sense of their duty to help, rather than thwart, our infant venture.

The Sanitary Board will meet to-morrow, the 13th:—

Order of the Day:—Letter from Colonial Secretary concerning the conferring of powers upon the Board for the general inspection of drains.

Extracts from Dr Lovson's report on the Plague laid before the House of Commons:—‘Dr Ayres told me he had written a letter asking that, in consequence of the rumours he had heard, certain portions of the city should be inspected by the Inspectors of Noises, and if any sick people were found, to inform him and he would go and see them. Now what I did, they said in (a) What report, if any, did they send in? (b) Between what hours in which streets was the visitation referred to?

Agenda.—1. Mortality Returns for the 8th September, 1894. 2. Colonial Secretary's letter concerning the construction of Inspection Lairs for cattle. 3. Letter from the Colonial Secretary approving the recommendations of the Board concerning the station of watchmen at the new Sheep and Pig Docks. 4. Surveyor's report upon condition of drains:—(a) Nos. 3-39 (odd Nos.), Wing 1, Kat Street, Third Alley Street; (b) Nos. 35-36 (even Nos.), First Street; Nos. 33-34 (odd Nos.), Second Street; Nos. 33-32 (even Nos.), First Street; Nos. 26-56 (even Nos.), First Street; Nos. 25-26 (odd Nos.), First Street; Nos. 23-22 (even Nos.), First Street. 5. Further report by the Colonial Veterinary Surgeon upon the subject of the importation of fresh meat. 6. Application for new licences and for renewal of licences to keep cattle and swine. 7. Application for licence to keep cows at Wan-chai. 8. Lett. from the Colonial Secretary and from Messrs Jardine Matheson & Co. concerning the existence of insanitary premises in the Soko-poo valley. 9. Letter from the Secretary of the Gas Company concerning the drainage arrangements of their premises.

MARSELLLES recently had the ‘pleasure’ of seeing a troupe of Chinese actors. It is formed of the players-in-ordinary of the Emperor of China. The ‘Harmann’ who presents these Celestial comedians to the playing world of Europe is a Chinese merchant named Chong-Beeng, who carries on a large trade with Macao. According to what has been written in many publications about China, the stage women are not boys, but actual women. There are in the Chong-Beeng company twenty-six actors and five actresses. They are to tour in Europe.

If you are inclined to underrate the importance of small things, consider how much insouciousness is in one fly.

A CHINESEPOST announces on his cards that he has had the honour of removing some from several of the crowned heads of Europe.

THE TYPHOON.

The following notice is published from the Observatory:—

On the 11th at 4 p.m. Black Ball taken down. At 4.30 p.m. The typhoon appears to have passed into the N.E. part of the Gulf of Tongking. On the 12th at 10.15 a.m. The typhoon is approaching the neighbourhood of Haiphong. At 11.0 a.m. On S. coast, barometer steady. Moderate E winds. Weather fair to showery.

TELEGRAMS.

[SUPPLIED TO THE ‘CHINA MAIL’]

(Via Southern Line)

LONDON, September 10, 1894.

THE CHINA-JAPAN WAR.

It is reported in Shanghai that the Chinese troops are cornered in the North of Corea, and that they are so destitute of supplies that they are forced to eat horses.

TELEGRAPHIC PROGRESS.

A convention has been signed to connect the Burmese-Indian and Chinese Telegraph Lines.

THE JAPANESE IN CHINA.

Twelve Japanese women at Newchwang, who were threatened with maltreatment by the Chinese, took refuge on board of the British steamer *Fei-tang*; a mob surrounded the vessel, but was driven back by the crew. The *Fei-tang* sailed from Newchwang without taking any cargo.

THE CHINA-JAPAN WAR.

[SPECIAL TO THE ‘CHINESE MAIL’]

JAPAN ANNEXES SOUTHERN COREA.

SHANGHAI, 11th Sept.

The Japanese proclaim the Southern part of Corea as their new dominion, ordering the Koreans residing there to cut their hair and conform to Japanese customs; but the latter refuse to obey and prefer to fight rather than to submit.

ANXIOUS TO FIGHT.

The Peiyang Squadron of the Chinese Navy is now quite ready to put to sea. The officers, and especially the junior, are in excellent spirits and anxious to encounter the Japanese ships. The squadron waiting orders to put to sea.

THE KOWSHING AFFAIR.

SHANGHAI, September 12, 10.47 a.m.

A Court of Inquiry sitting at Weihaiwei finds it proved that the Japanese opened fire first, on the 25th July, when the Indo-China steamer *Kowshing*, employed as a Chinese transport, was sunk with 1500 men on board.

THE JAPANESE TREATY WITH COREA.

The Korean Minister was forced by the Japanese to sign a treaty to supply the Japanese army in Corea with provisions.

A CURIOUS source of wealth is reported by the French Compt. at Mengtsu, in Upper Tonkin. It lies in wood mines. The wood originally is a pine forest, which the earth swallowed in some cataclysm. Some of the trees are a yard in diameter. They lie in a slanting direction, and in sandy soil which covers them to a depth of eight yards. As the top branches are well preserved, it is thought the geological convolution which buried them cannot be of very great antiquity. The wood furnished by these timber mines is imperishable, and the Chinese gladly buy it for coffin.

THE JAPANESE REFORMS IN HONG-KONG.

OPINIONS OF EXPERTS.

Mr W. St. John H. Hancock has written at considerable length on the subject of sanitation, with special reference to the lessons taught by the recent epidemic in Hongkong. Though exceedingly interesting to all who value the health and prosperity of the Colony, Mr Hancock's remarks are much too long to be reproduced in full, but a very abbreviated form in three columns; but we would recommend him to publish them in pamphlet form, after cutting out a good deal of irrelevant digression that, to our mind, weakens his undeniably able work from a practical point of view.

The substance of Mr Hancock's letters is as follows:—

‘Public health is public wealth,’ and every Government that neglects the duty of promoting public sanitation to the utmost, betrays its trust. Hygienic reform first took its proper place in British legislation after the cholera epidemic of 1852, a most valuable measure. Hongkong is undoubtedly far behind the times; it is useless now to quarrel about who is to blame.

The principal headings under which the hygienic duties of the Government come are:—(1) drainage; (2) house accommodation; (3) conservancy or scavenging. The water supply is a most important element, but need not be discussed. The food supply also needs attention. Vital statistics should be carefully corrected and compiled, and they will form an excellent parameter of health.

To house accommodation, it is asserted on the authority of Dr Farr that length of life varies in proportion to density of population, in the following ratios as shown by statistics:—

one person to every 147 yards mean duration of life 51 years

139 „ 45 „

97 „ 40 „

46 „ 35 „

28 „ 32 „

17 „ 28 „

7 „ 26 „

Air is polluted by (1) emanations from skin and lungs etc.; (2) combustion; (3) putrefaction and sewage emanations; (4) emanations from industrial sources; (5) soil. Details as to the action of these causes are given in Mr Hugh McAlpine's lectures on Hygiene, 1891, (London & Co.). Air is naturally purified by (1) rain; (2) vegetation;

THE PLAGUE IN HONGKONG.

We give below, an extract from the report on the plague sent to the British Medical Journal on June 21. The description of the Chinese plague Hospital at Kennedy Town, where the benevolent Hongkong Government allowed the Chinese the privilege of treating plague patients according to native ideas, must have formed interesting reading to the medical profession in England, and must have created anything but veneration for the power represented by the flag on which the sun never sets:—

‘The doctors were stoned, the inspectors were roughly handled, and the military were called out, but their presence was quite sufficient to check further development of hostilities. One division of the town where the disease was most prevalent was condemned, the inhabitants turned out, and the streets washed with brick dust and water carriage, through streams. (Mr Hancock goes into details of Hongkong's drainage system, ‘separate’ and otherwise, at great length.)

On the question of overcrowding, the evidence clearly shows a lamentable state of affairs in the city, and also in Wan-chai.

Mr Hancock then discusses the Taiping-shan Resumption Ordinance at considerable length.

The regulations under which land is now sold are founded upon the instructions of the Secretary of State, dated 31st January, 1844, and on numerous instructions of the Crown Rent and a Premium, probably dates from a Despatch of Earl Grey in 1850, when the item of premium first appears in the Revenue Returns. To this date, and for some years after, the Land Tenure question seems to have been in a very chaotic condition. When a building site is purchased at public auction, the assessors of the land grant the premium, but, until a certain sum has been expended on the site, the heads of English doctors, and the present epidemic was seized on by them and by all English as a golden opportunity to gratify their desire of gold. Canton and Hongkong were plastered broadcast with anti-foreign pamphlets. The treatment followed by foreigners was graphically described according to the fancy of the individual at the moment. One stated that all patients were first ill-dressed with brandy, and then large lumps of ice were placed on the chest until the breath was squeezed out of them. Another gave a detailed description of a post-mortem examination; others recorded that the medicines given were prepared from the bodies of those who had died the day before, and on. All these emanated from the guild which provides over the Tung-Wa hospital. A Chinese hospital committee is no mere collection of philanthropists; the hospital board directs all relations with foreigners, lists to portions from the various city guilds; they are, in fact, the native town council, and exercise much influence accordingly. With them philanthropy takes a political form, and its full force has been exercised at the present juncture to thwart foreign interference. However, neither protests nor threats availed them now to any great extent. Commercial matters were disturbed by their remonstrances, soon precipitated affairs, and they had to be firmly dealt with.

The Tung-Wa Hospital, situated as it is in the midst of the worst hotbed of disease, was shut up, and a medical officer (Surgeon-Major Jameson, F.R.C.S.) placed in charge.

All cases brought thither were examined, and the plague-stricken were sent to a branch hospital erected in the outskirts of the city.

The Chinese, however, insisted that they were to treat and deal with the sick, and the Government yielded. A large warehouse was placed at their disposal, and thither the sick were despatched. In a few days a terrible state of affairs prevailed. The warehouse floors were covered with the dead, the dying, and the dead. The occupants were packed close; no attendants provided; the friends allowed to visit and remain by the sick until they died. No latrine arrangements existed, and, unlamented where they lay. Most of them were delirious and rolled about. The more conscious prayed for death, and, it is said, beat themselves on the floor to hasten the end. Immediately the state of affairs was known all sanitary measures were removed from the hands of the Chinese authorities and the warehouse was emptied and another large building appropriated. Police were placed in charge and the Government medical officers assumed the direction of affairs. The Government civil hospital, also situated in the city, opened a branch hospital at the outskirts of the city, and greatly increased overcrowding unless considerably larger areas are granted for obtaining land. The new space given by the Praya Declaration can only grant relief to a very limited extent.

Although the Building Ordinance of 1889 was a great advance upon that of 1854 it still seriously lacked in many points, and many years behind English legislation in essential matters affecting health. Many of these defects were pointed out in detail in a letter addressed to H.E. the Acting Governor in 1891, where, among other things, it was pointed out:—

‘A clause might be introduced such that the necessary evidence will not be forthcoming, and that such a course will not be taken, and that the regeneration of this district will be undertaken not because it is in an insanitary condition per se; because there are in it rooms without light and air, kitchens without chimneys, floors without pavements, drains without water, and water without drains; and it is short, because it is in a great measure every ordinary precaution for the preservation of health, under normal conditions, is wanting. To the expert of experience, it will not be difficult to modify many of the existing buildings so as to make them thoroughly sound and healthy in condition; but there are, nevertheless, a number of houses urgently calling for total demolition and preferably by fire. Narrow east and west alleys are far as possible should be got rid of; some of the five and six storey houses have been ‘shortened’ by a head to admit light and air to their neighbours, and all basements absolutely ruined. All this is possible and has been done before; and, in short, the Government could easily do it in describing their ravages than in devising means to hinder them. It would be ungrateful not to mention two brilliant exceptions to this criticism. The Antiseptic surgery, which we owe chiefly to Lister; and the inoculation against anthrax, hydrocephalus, and perhaps some other diseases, which we owe to Pasteur, must be recorded as splendid victories over the countless legions of cutaneous foetidities. Results like these are the greatest glory of the scientific workers of the past century. Men may, perhaps, have overrated the progress of nineteenth century research; but the secret of success is in the spirit of inquiry, and the spirit of discovery of our own men. Another reason for his belief in natural selection is that, just as it is, it is still only a mist for discovery. Professor Weismann, another reason for his belief in natural selection, is that some solution is and must be at hand, and, as he says, ‘the struggle for existence is the most powerful factor in the development of organic life.’

One of the greatest sources of overcrowding and execrable rents is the farming system, whereby the rents come in without trouble and the owner has no occasion to visit the property for any purpose. The general rule is for the landlord to look for his rent to his agent, who sublets the block to a farmer, who, in turn, sublets a house to one who, in his turn, converts the house into cubicles, and so on sublets the cubicles to the most respectable little families he can find.

Some means must be devised to prevent this system of farming. Blatstone defines a nuisance as follows:—

‘Nuisance, nocentum, or annoyance, signifies

Mails.

Mails.

Intimations.

For Sale.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSHKES, LONDON,
HAVRE AND BORDEAUX:

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 19th September, 1894, at Noon, the Company's S.M. YACCA, Commandant de Marignac, with MAIIS, PASSENGERS, SPAGIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till

Cargo will be received on board until 4 p.m., and Parcels until 3 p.m. on the 18th September, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 5, 1894. 1442

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) at 1 p.m.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... Tuesday, Oct. 2, at 1 p.m.

Peru (via Nagasaki, Saturday, Oct. 20, and Yokohama) ... at 1 p.m.

THE U. S. Mail Steamship CITY OF PERING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamships of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Oceania, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

To Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Praya Central.

J. B. VAN BUREN,
Agent.

Hongkong, August 29, 1894. 1400

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Tacoma Tuesday Sept. 25.

Salt Tuesday October 16.

Victoria Tuesday November 6.

Tacoma Tuesday December 11.

Salt Tuesday Jan. 15.

THE Steamship TACOMA, Captain VICTOR PARKES, sailing at Noon, on TUESDAY, 25th September, will sail to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

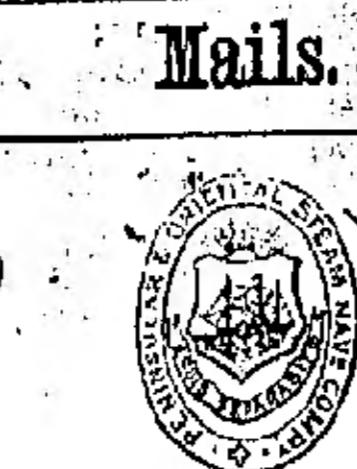
Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with the address marked in full by 5 p.m., on the day previous to sailing.

No further information as to Passage or Freight, apply to

DODWELL, GARRILL & Co.,
Agents.

Hongkong, August 28, 1894. 1307



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 5, 1894. 1422

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) at 1 p.m.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... Tuesday, Oct. 2, at 1 p.m.

Peru (via Nagasaki, Saturday, Oct. 20, and Yokohama) ... at 1 p.m.

The U. S. Mail Steamship CITY OF PERING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamships of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Oceania, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

The Company's STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

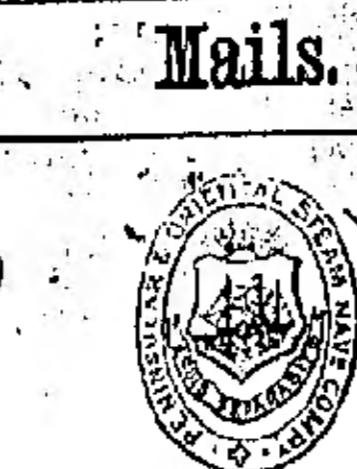
N.B.—Cargo can be taken on through Bills of Lading for the principal routes.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

For further particulars, apply to the Company's Office.

MELCHERS & Co.,
Agents.

Hongkong, September 8, 1894. 1453



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

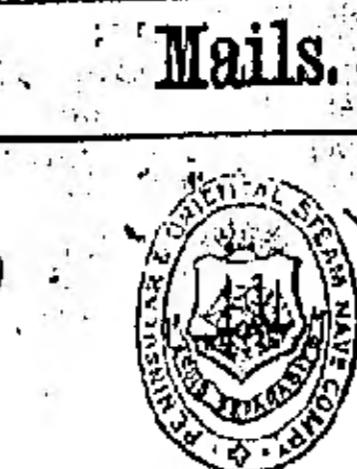
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 5, 1894. 1422



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

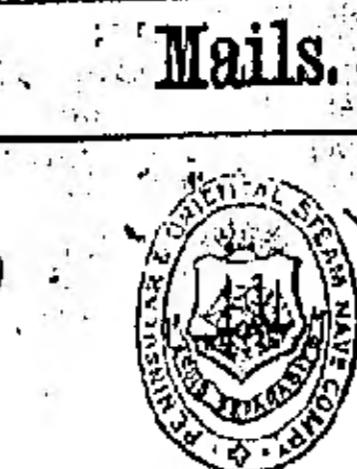
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 5, 1894. 1422



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

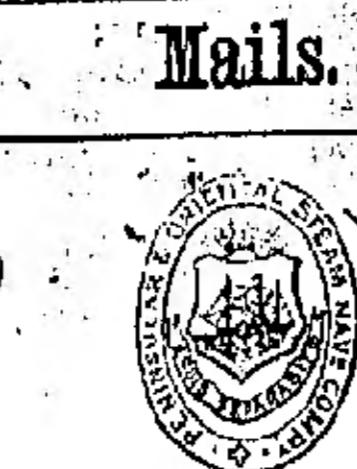
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 5, 1894. 1422



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

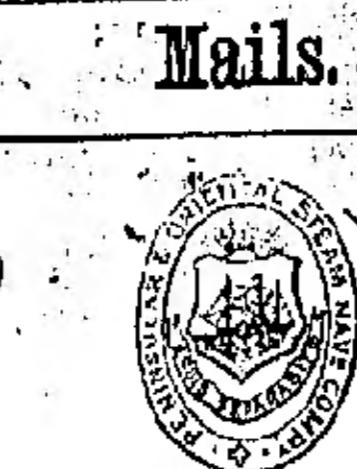
Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, September 5, 1894. 1422



STEAM FOR
CEYLON, AUSTRALIA, INDIA,
ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship ROHILLA, Captain G. C. BENNING, R.N.R., carrying Her Majesty's Mail, will be despatched from this for BOMBAY, TO-MORROW, the 13th September, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the SUTLEJ, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 6th OCTOBER, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Colombo.

Contents and value of Packages are required.